

THE ILLUSTRATED LONDON NEWS

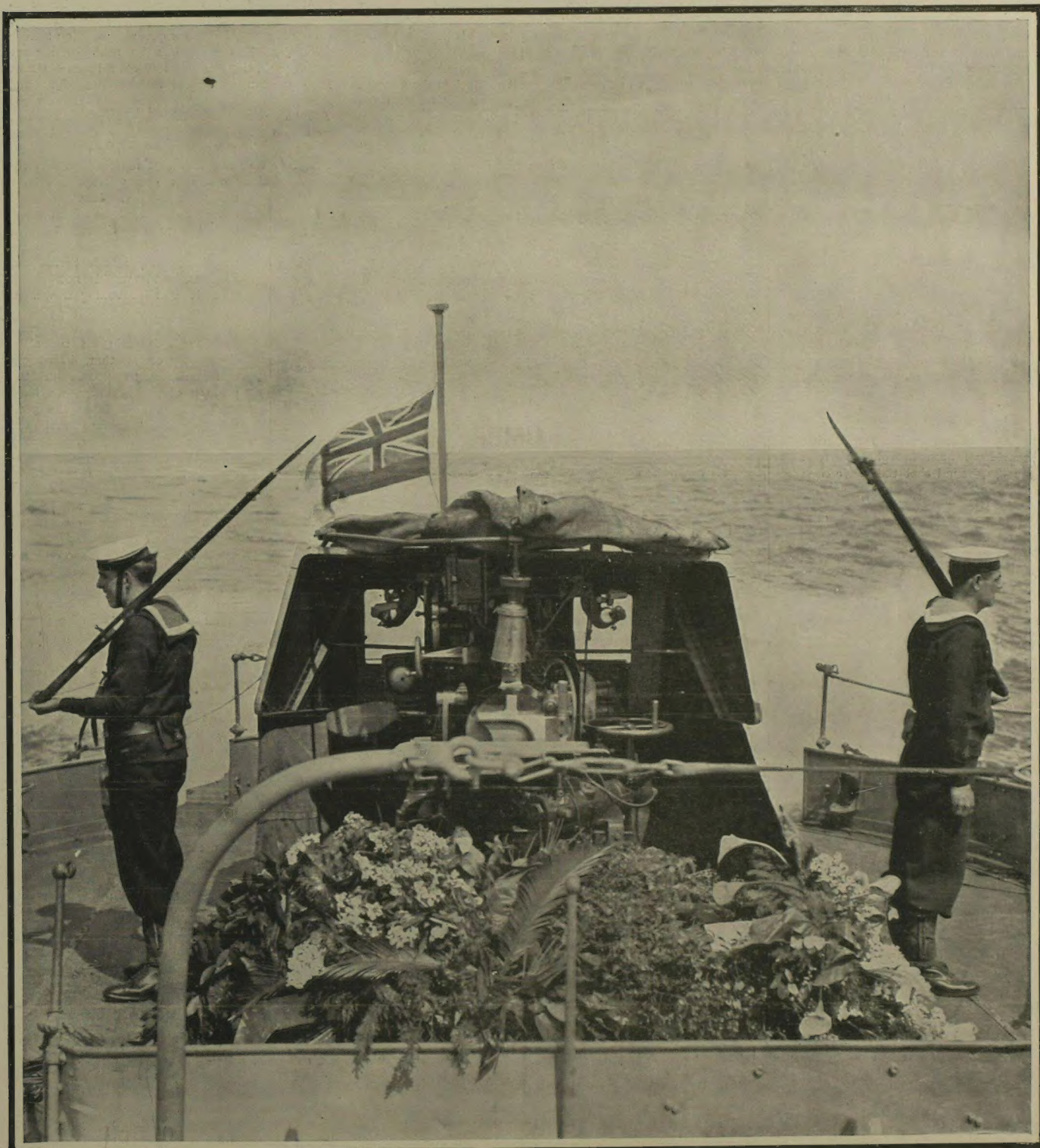
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SATURDAY, MAY 24, 1919.

ONE SHILLING.

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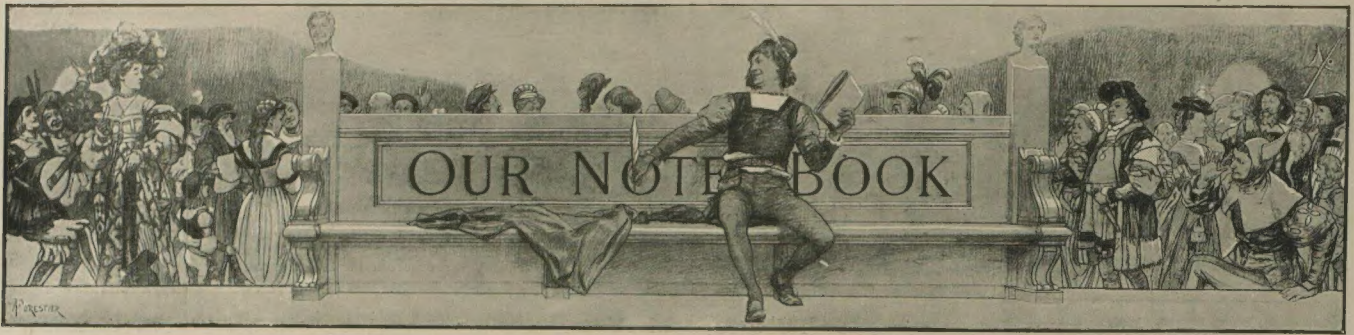


THE HOME-COMING OF NURSE CAVELL: THE COFFIN GUARDED ON BOARD H.M.S. "ROWENA."

The coffin containing the body of Nurse Cavell was brought across the Channel, from Ostend to Dover, by the destroyer "Rowena," under Lieut.-Commander L. D'O. Bignell. The coffin, covered with flowers and wreaths, was placed on deck, and guarded by blue-

jackets with fixed bayonets. Near it the White Ensign floated at half-mast. The "Rowena" was accompanied by an escorting destroyer, H.M.S. "Rigorous," which steamed a few hundred yards astern. The "Rowena" entered Dover Harbour at 5.45 p.m. on May 14.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



By G. K. CHESTERTON.

THERE is a danger that the spirit discovered in the great war may die away on both sides in a sort of grumbling. Grumbling is anger in solution, as sentimentalism is love in solution; and they are both much safer when they are solid—when they are vivid and not vague. Human anger is a higher thing than what is called divine discontent. For you must be angry with something; but you can be discontented with everything. It will be well if we clear our minds a little about our position in Europe—and especially about our relations with the Germans—and the principles upon which we propose to act. We were angry with the Germans for certain things that they did; and I willingly agree it is not enough to be merely discontented with anything they do. But the question of how we stand to them necessarily depends upon how they stand to themselves. They may have risen on stepping-stones of their dead selves to higher things, though their stepping-stones hitherto have generally been the dead selves of their enemies, and not infrequently of their friends. But I, for one, have far more sympathy with the desire to excuse them on the ground that they have been brought low than on the ground that they have risen high. For it is right and reasonable enough, to begin with, to deal differently with those who really wish to spare Germany because she is vanquished, as compared with those who really wished to spare her because she was victorious. It is, in the real sense, a matter of conscience to show generosity to the defeated, so long as it is consistent with justice to the oppressed. We had much better get this hackneyed but unaltered human ideal clear of all clouds of mere grumbling, before we go on to see how far it really applies.

It is true that many who say this have no right whatever to say it. The peace party are disqualified from pleading for a new Germany by the simple fact that they pleaded just as hard for the old Germany. It may be right to inquire whether the enemy is still criminal or is now penitent. But why should I accept the assertion of his penitence from the very people who practically denied his crime? Why should I be finally satisfied with the fall of the Kaiser, at the request of people who were almost equally satisfied with the rule of the Kaiser? Why must I believe that Germans are now horrified at things done in the cause of Germany, and believe it on the bare word of Englishmen who were not horrified at those things when done against the cause of England? Why should the Prussians execrate Prussianism, when the English Pacifists were always ready to excuse Prussianism even in the name of Pacifism? The white dove may be at war with the black eagle; but the man who tells me so is the same man who always told me that the black eagle was not so black as he was painted. So far as that argument goes, the inference would seem to be

simple and sinister. Prussian despotism is repudiated by the Prussian Socialist party—just about as heartily as Prussian war was repudiated by the English Peace party. It is not saying much.

For in this respect what was called the German Revolution was a very singular revolution. Indeed, it was quite unique among revolutions. The rebels have not repudiated the old régime half so much as rebels would be justified in doing, and as rebels generally do. We may not be disposed to trust

conquered Belgium, to excuse the conquest on the most enlightened modern principles. There is nothing whatever to indicate that he would not excuse it again, in similar circumstances, on similar principles. The same can be said, even more strongly, of his representative in France, Count Rantzau, famous for his furious demand for the retention of Alsace and the imperial spoils of 1870. The new German authorities have not rebelled against that imperialism. They do not even regret it. In their reply, they say quite plainly that they do not admit that the Kaiser's Government was chiefly responsible for the great conflict. If words have any meaning at all, this must mean that the present German Government, in similar circumstances, would suddenly invade Serbia and Belgium, and would not admit that it was provoking a war in Europe.

Now it is plain, on the same elementary ethics, that, before we are generous to people in the position of the Germans, we have to be just to people in the position of the Serbians and the Belgians. The knight-errant may spare the ogre, but he must save the captives of the ogre; if he fails to do so, he not only fails in common sense, but in knight-errantry. It is not only unreasonable, it is also unchivalrous, to spare the dragon and sacrifice the princess. It is to these eternal truisms that we must reduce our moral conduct, if we mean to judge it morally; and it can be judged entirely without virulence or vulgar swagger, as I have tried to judge it here. By the very highest and even the most fantastic standard of chivalry, it resolves itself into the question of whether German barbarism is still a danger to other States, especially small States. In other words, is it now a question of sparing the conquered, or is it still a question of taking the last steps to conquer them? What can we do in such a case but judge by their own comments on their own crimes? And what can we say of them except that they still refuse to regret those crimes, they still elect leaders who led in those crimes, and that they still threaten us with consequences which may very probably turn out to be crimes?



FACING FRANCE "WITH A BEAMING SMILE": DR. RENNER, THE AUSTRIAN CHANCELLOR AND HEAD OF THE AUSTRIAN DELEGATES, AT ST. GERMAIN.

The Austrian delegates reached St. Germain on May 14. The "Times" correspondent noted: "The Austrian delegates... contrived to convey the impression that, whatever they were, they were not enemies. . . . Count Rantzau's face when he arrived was set and haggard; Dr. Renner, on the contrary, faced France with a beaming smile, and his first words expressed his satisfaction at being there." Dr. Renner is the bearded man in the centre. On the left of the photograph is M. Chaillet, Prefect of the Seine and Oise, who received the delegates.—[Photograph by C.N.]

Trotsky to rule the Russian people, but we can certainly trust him to denounce their original rulers. Marat might not do the best that could be done with the French Republic, but he would certainly say the worst that could be said about the French Monarchy. Now we know, as a fact of common sense, that Scheidemann does not say the worst that could be said of the Prussian Monarchy. And he does not say it for an exceedingly simple reason—that he himself was one of the worst accomplices in one of the worst actions of that worst of all human Governments. It was he who went, like an amateur of atrocity, into

This is the question which we are ready to put, in an entirely sober and liberal spirit, to papers like the *New Statesman* or the *New Age*, which claim to be magnanimous to the fallen, after having been militant against the foe. I do not put it to the Pacifist papers, for they would have yielded to German success; and that is not magnanimous, but mean. But I do put it to the more patriotic moderates as a serious and sincere query—How do they explain Scheidemann of Belgium or Rantzau of Alsace, if the German spirit is not still a menace to mankind?

ANOTHER MONARCH IN EXILE: EX-KING LUDWIG OF BAVARIA.



THIRD DAUGHTER OF EX-KING LUDWIG OF BAVARIA:
PRINCESS HILDEGARDE OF BAVARIA IN EXILE.



IN EXILE AT THE CASTLE OF SALIS, IN SWITZERLAND:
EX-KING LUDWIG III. OF BAVARIA.



ONE OF THE SOVEREIGNS WHO HAVE LOST THEIR CROWNS AS A RESULT OF THE WAR: EX-KING LUDWIG OF BAVARIA IN EXILE.
RETURNING FROM HIS MORNING WALK AT SALIS.



EX-KING LUDWIG'S PLACE OF EXILE: THE GARDEN
OF THE CASTLE OF SALIS.



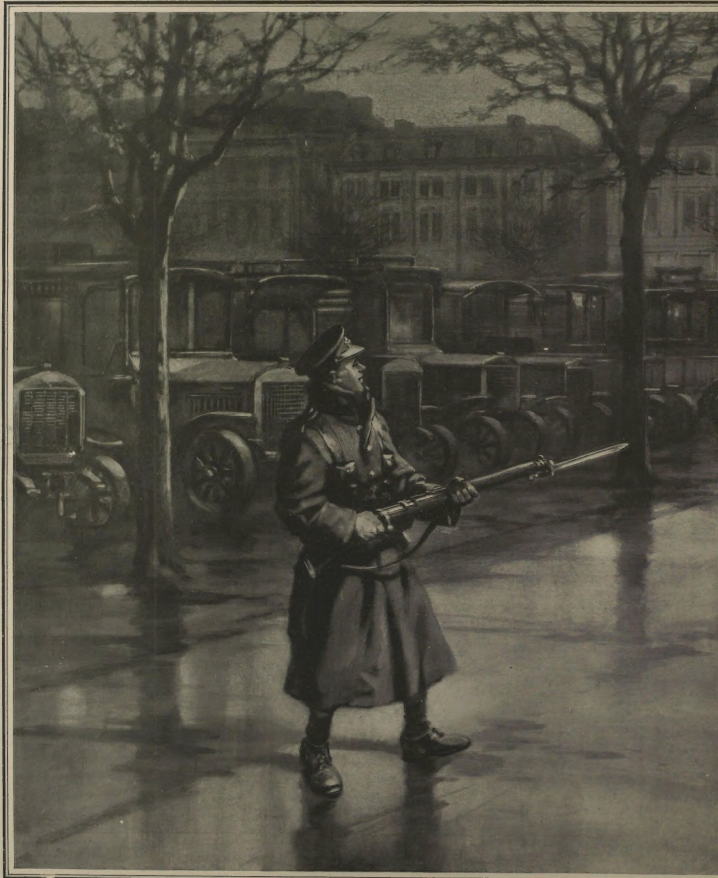
THE REFUGE OF THE EXILED KING OF BAVARIA: THE CASTLE
OF SALIS, IN SWITZERLAND.

Ludwig III., King of Bavaria, was deposed about the time of the Armistice, last November. He was born at Munich in 1845, and became Regent of Bavaria in December 1912, succeeding to the throne in November of the following year. His eldest son and heir, the Crown Prince Rupprecht, commanded one of the enemy armies in Flanders during

the war. Ex-King Ludwig married, in 1868, the Archduchess Marie Thérèse of Austria. Besides the Crown Prince Rupprecht, they had two other sons, Prince Karl and Prince Franz, and six daughters, Princesses Aldegonde, Marie, Hildegard, Wiltrude, Helntrude, and Gondelinde. Princess Hildegard, who is seen at Salis, was born at Munich in 1881.

"HALT! WHO GOES THERE?" A BRITISH SENTRY'S MIDNIGHT CHALLENGE TO GERMAN PEDESTRIANS IN OCCUPIED COLOGNE.

DRAWN BY H. W. KOBKORK FROM A SKETCH BY CHARLES DE GENEAU.



ENFORCING BRITISH REGULATIONS IN COLOGNE: A BRITISH SENTRY, GUARDING

In Cologne hundreds of German motor-transport lorries of all kinds and sizes, but all fitted with solid iron or spring tyres owing to lack of rubber, are parked in the Neumarkt Square, where they are guarded night and day by British sentries. Every civilian who passes through the great square after 9.30 p.m. is challenged, and has to produce a pass giving permission from the Assistant Provost Marshal to be out after prohibited hours. The Germans became a little fat about a month or so ago, after the first stringencies of the occupation had worn

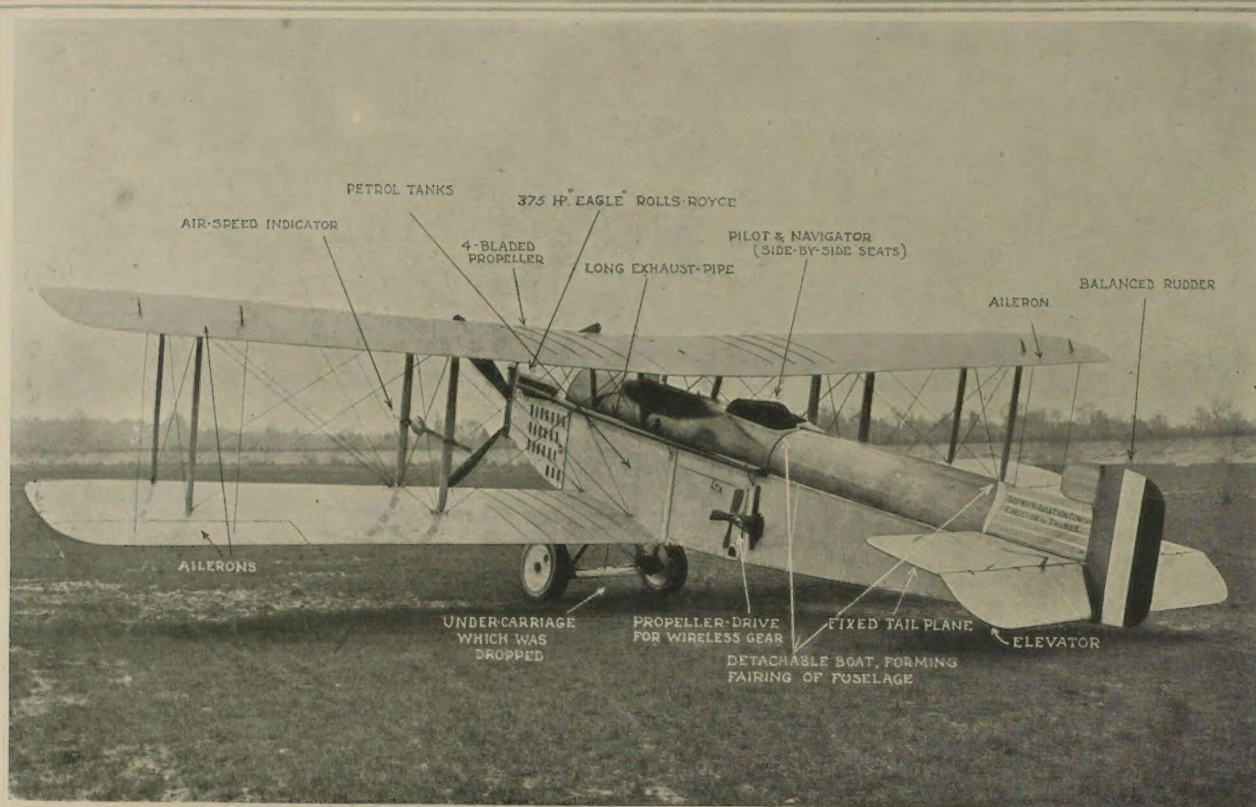


PARK OF LORRIES, CHALLENGING CIVILIANS OUT AFTER HOURS IN THE NEUMARKT.

off, and in one or two cases the warning call of the sentries to advance and be examined was sagaciously disregarded, with the result of considerable trouble—for the Germans. However, things now run smoothly, and any distant figure dodging along in the "shadows" immediately comes forward and produces the required authority without delay on being challenged by the alert patrol.—(Drawing Copyrighted in the United States and Canada.)

THE ATLANTIC FLIGHT: THE MACHINE, PILOT, AND NAVIGATOR.

THE TWO SMALLER PHOTOGRAPHS BY THE "DAILY MAIL" AND JURY'S PICTURES.



SHOWING THE DETACHABLE LIFE-BOAT INCORPORATED WITH THE FUSELAGE: THE SOPWITH "ATLANTIC" MACHINE IN WHICH MR. H. G. HAWKER AND COMMANDER GRIEVE LEFT NEWFOUNDLAND TO FLY TO IRELAND.



THEIR ONLY MEANS OF SAFETY IN CASE OF ACCIDENT: MR. HAWKER AND COMMANDER GRIEVE TESTING THE LIFE-BOAT.



IN HIS KIT FOR THE ATLANTIC FLIGHT: COMMANDER KENNETH MACKENZIE-GRIEVE, R.N., MR. HAWKER'S NAVIGATOR.

The Sopwith machine, with Mr. Harry Hawker as pilot and Commander Kenneth Mackenzie-Grieve, R.N., as navigator, left St. John's, Newfoundland, to fly across the Atlantic to Ireland, on May 18. It was a "land" machine with an ordinary two-wheeled under-carriage. This was dropped just after the start, to lessen the weight. The single engine—a 350-h.p. Rolls-Royce "Eagle VIII."—was placed in the nose of the fuselage and drove a four-bladed tractor screw. In case of a forced descent into the sea, a

collapsible boat, made of wood and canvas, was incorporated in the body, being placed upside down so as to form the top of the fuselage between the cock-pit and the tail. The boat could be readily detached and launched, and was fitted with paddles, rations, and signal flares. Commander Grieve was navigator of the Cunarder "Campania," used during the war as a parent ship for aeroplanes in the North Sea. He was chosen by the Admiralty as a navigator of great experience and a capable wireless operator.

THE TRANS-ATLANTIC FLIGHT: THE SOPWITH PILOT.

PHOTOGRAPH BY F. N. BIRKETT.



THE FIRST PILOT TO ATTEMPT A FLIGHT ACROSS THE ATLANTIC FROM NEWFOUNDLAND TO IRELAND: MR. HARRY GEORGE HAWKER.

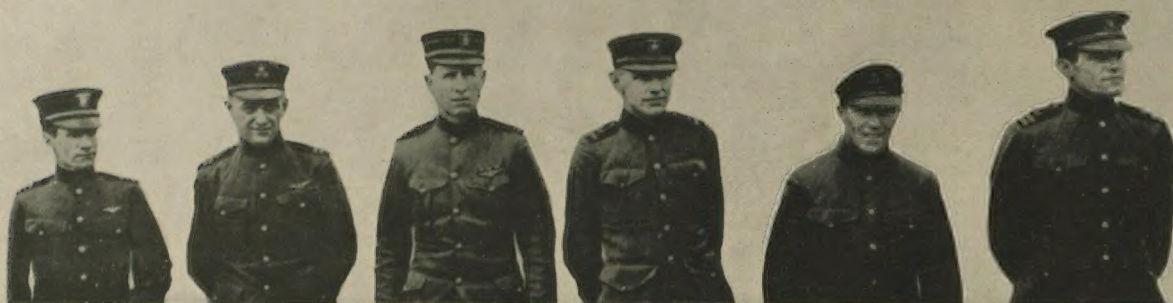
Mr. Harry George Hawker was born in South Australia, of Cornish origin. Some years before the war he won success as a driver in motor races. From that he turned to aviation, and, coming to England, entered the service of Mr. T. O. M. Sopwith, and took his pilot's certificate at Brooklands. In 1912 he won the Michelin Prize, and in the following year took part in the "Round Britain" contest organised by the "Daily Mail."

He also made some remarkable altitude and distance records, and just before the war he visited Australia and flew a machine there of his own construction. During the war he was employed by the Sopwith Company in testing machines. At Brooklands in April 1916 he made a height record of 24,408 ft. As a pilot he has always been admired for his dexterity and a temperament combining level-headedness with daring.

NEWFOUNDLAND TO THE AZORES: THE BIG AMERICAN FLIGHT.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, KEYSTONE VIEW CO. AND PHOTO. NEWS, AND TOPICAL.

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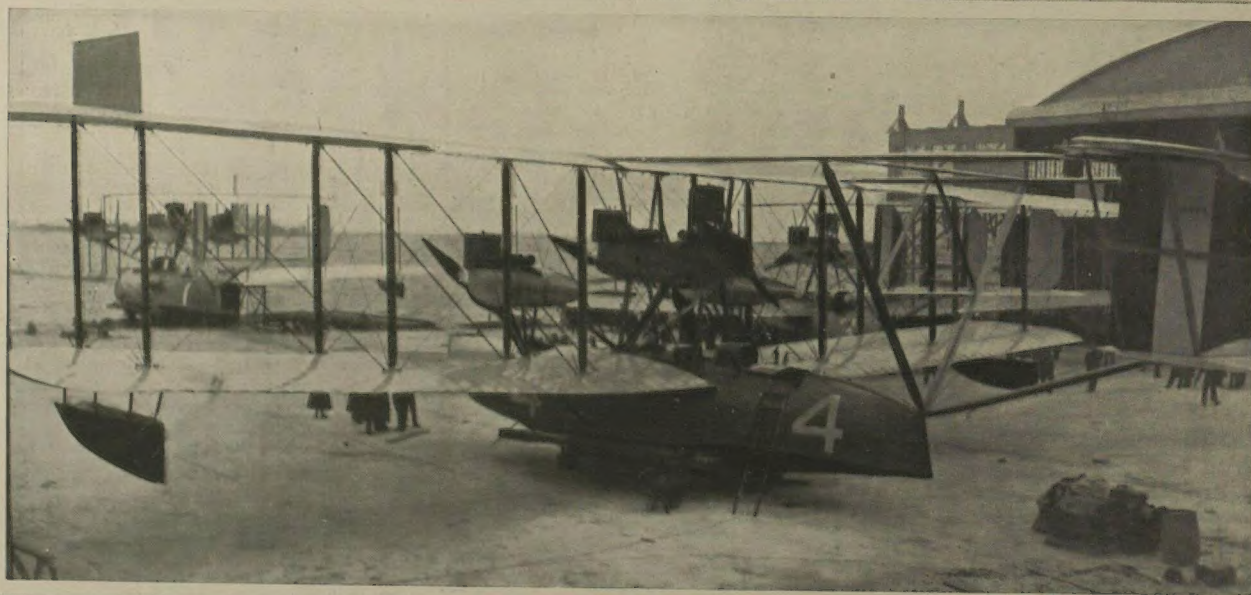
THE CREW OF THE U.S. SEAPLANE "N.C.4," WHICH SUCCESSFULLY REACHED THE AZORES: (L. TO R.) LIEUT.-COMMANDER A. C. READ, MESSRS. E. F. STONE AND W. K. HINTON (PILOTS), AND H. C. RODD, E. H. HOWARD, AND J. L. BREESE.



PREPARING FOR THE TRANSATLANTIC FLIGHT: PUTTING FINISHING TOUCHES TO ONE OF THE AMERICAN SEAPLANES AT ROCKAWAY.



THE "FLAGSHIP" OF THE U.S. SEAPLANE SQUADRON: THE "N.C.3" MISSING FOR A TIME AND PICKED UP NEAR THE AZORES.



LINED UP READY FOR THE TRANSATLANTIC FLIGHT VIA THE AZORES: A GENERAL VIEW OF THE AMERICAN NAVAL SEAPLANES—THE "N.C.4," IN THE FOREGROUND.

Three American Naval seaplanes, the "N.C.3," "N.C.4," and "N.C.1," left Trepassey, Newfoundland, on May 16, to cross the Atlantic by the southern route via the Azores to Portugal. The "N.C.4" drew ahead and landed safely at the Azores on the following day. The other two were caught in fog, had to come down in the sea, and were picked up. The distance from Trepassey to the Azores is about 1381 miles. Lieut.-Commander Read of the "N.C.4," in an account of his fine and adventurous flight, describing the

arrival at the Azores, says: "Suddenly at 11.27 we saw through a rift what appeared to be a tide rift on the water. . . . The tide rift was a line of surf along the southern end of Flores Island. . . . Then we sighted the 'Columbia' through the fog, and landed near her at 1.23. Our elapsed time was 15 hours and 18 minutes. Our average speed was 81.7 knots." It was stated that the "N.C.4" would leave the Azores (weather permitting) on May 21 to continue the flight to Lisbon.

THE BRITISH WAR MEDAL: THE DESIGNS OF THE PRIZE-WINNERS.



AWARDED THE FIRST PRIZE: MR. WILLIAM McMILLAN'S DESIGN.

The first prize of £500 was awarded to Mr. William McMillan, of 14a, Cheyne Row, Chelsea.



AWARDED THE SECOND PRIZE: MR. CHARLES WHEELER'S DESIGN.

The second prize of £150 was awarded to Mr. Charles Wheeler, of 2, Justice Walk Studios, Chelsea.



BY THE WINNER OF THE THIRD PRIZE: A DESIGN

BY MR. C. L. J. DOMAN.

The third prize of £75 was awarded to Mr. C. L. J. Doman, of 18, Bonneville Road, Clapham Park.



BY THE WINNER OF THE THIRD PRIZE: ANOTHER DESIGN

BY MR. C. L. J. DOMAN.

Mr. C. L. J. Doman submitted two somewhat similar designs, both of which are here reproduced.

The choice of a design for the British War Medal was entrusted to a committee of eminent representatives of the Royal Academy, the Royal Society of British Sculptors, the British Museum, the National Gallery, and the Royal Mint. They decided that it should be thrown open to competition. The winner of the first prize, Mr. McMillan, writes to us regarding his design: "The idea is St. George trampling on the Prussian Shield, the shield being represented directly beneath the sun, as indicating Germany's experience in endeavouring to secure a place there. The skull and cross-bones, of course,

represent the defeat of the submarine campaign." Mr. McMillan is a native of Aberdeen, and has studied sculpture in London and in Italy. At the beginning of the war he joined the Oxford and Buckinghamshire Light Infantry, and served at Ypres in 1915, being eventually discharged with shell-shock, from which he has, happily, recovered. He has a relief entitled "Refugees" in the Academy, and two of his statuettes of soldiers are in the War Museum. Some years ago he went to Canada at the invitation of the architect to the Government of Saskatchewan, and designed a pediment for the Parliament House at Regina.

EDITH CAVELL.

By GASTON DE LEVAL, C.B.E.

WHEN Nurse Cavell left the Manchester Hospital she went to a Belgian family in Brussels. There she met Dr. Depage, the well-known surgeon who, during the war, superintended the whole Belgian medical organisation in the field. Dr. Depage, who had been several times in England, wished to introduce the English nursing system into Belgium, where it was quite unknown. This required the opening of a school where young ladies could be trained, and also required a person who knew how to train them. Nurse Cavell seemed to him the ideal woman to take up such duty. She proved quite efficient, and from 1907 until the war broke out she was the Matron of the School of Nursing. At the outbreak of war the School was used as a hospital for wounded soldiers, and Nurse Cavell there, with her fellow nurses, attended to the Belgian, German, and English soldiers.

After the Battle of Mons and Charleroi, a great number of English officers and soldiers were cut off from their units, or were wounded and left on the battlefield. These officers and soldiers, if they had fallen into the hands of the Germans, would have been deported to Germany, and, in many cases, shot; therefore, the Belgian peasants around Mons and Charleroi took these officers and soldiers into their homes, where they remained in hiding for many weeks, and, in some cases, for many months. One day thirteen of the soldiers were found by the Germans in a barn, and they were shot, as well as the peasants who had harboured them. It was then found necessary to organise some system by which the concealed officers and soldiers could be sent out of Belgium safely.

Near Mons, at a village called Belligny, is a beautiful château belonging to Prince de Croy, who lived there with his mother and sister. Prince Reginald de Croy was a good patriot, and he loved England. With his sister, he organised an admirable system of forgery to baffle the Germans. All the soldiers who were hiding were photographed, false identity papers were provided for them, purporting to be signed by the Burgomasters of some unknown villages where the Germans would surely have no occasion to verify. The soldiers were given Flemish names, and all these men were, by means of Mlle. Thuilliez and Countess Belleville, conducted over safely, while other good patriots, such as MM. Capian and Libiez, saw that they got in safety into Brussels. In that town they were met by three other self-sacrificing patriots, Mr. Severin, Mr. Baucq (who was shot with the heroic nurse), and Nurse Cavell. Those who were looked after by the latter remained in hiding in Rue de la Culture, and a man called Gilles (also shot by the Germans) escorted them over the frontier by night. This went on for many months, till suddenly the Germans arrested thirty-seven persons, including Nurse Cavell, on Aug. 5, 1915.

When the Legation heard of her arrest, Mr. Whitlock, the American Minister, wrote to Baron von der Lancken, who was the representative in Belgium of the German Foreign Office, and asked him what were the reasons for her arrest, and demanded that I should see Nurse Cavell in gaol, to organise her defence. Baron von der Lancken, after taking ten days to reply, answered that Nurse Cavell had been arrested for having harboured English, French, and Belgian soldiers, and had been helping to bring them over the frontier. He added that I could not see her because the rules of the German Military Law did not allow anyone to communicate with a prisoner until judgment had been passed. Besides, he said that the friends of Nurse Cavell had already appointed a lawyer, Mr. Thomas Braun, to plead for her. I therefore put myself in contact with Mr. Braun, who told me that he would have been

delighted to take up this case for Nurse Cavell, but that, owing to some incident with the Germans, he was prevented from pleading any further in the Military Courts. He immensely regretted not being able to take up this defence, and told me that he had handed over the case to another lawyer, Mr. Kirschen. A few days before the trial, the latter informed me that the case would be heard on Oct. 7 and 8. It is only to-day, when the Germans have cleared out of Belgium, that I am able to know all the facts that occurred at this time. Most of the important incidents were told to me on Sunday, Oct. 10, by a lawyer who was present at the trial. Nurse Cavell was examined by the Public Prosecutor. She replied with great candour. When asked why she harboured these soldiers, she said that she had always heard that the Germans would shoot them if they were found, and that she, being a British woman, could not have been expected to hand over British soldiers to Germany, because she felt that by doing so she was handing them over to death. She

to the enemy." Surely, Nurse Cavell never "conducted" any soldiers, although she harboured them, of course. It was also not true, technically, that she conducted the soldiers "to the enemy," because all that she could have done would be to bring them over the boundary to Holland, which was a neutral country. The Court seemed not to agree, and no judgment seemed to have been made on the Friday evening when the trial ended. The proof that German law itself did not allow the judges to sentence Nurse Cavell to death for what she did, can be found in the fact that, on Oct. 12, the very day she was shot, the Germans made a new law inflicting death sentence in precisely such cases as those of Nurse Cavell.

We heard nothing from the trial until about Saturday evening, when it was rumoured in town that Nurse Cavell would be sentenced to death. I tried to find out more information about the case, and only on Sunday evening succeeded in obtaining anything reliable.

I need not repeat the story which is so well known; the Germans telling us three times on the Monday that there was no judgment yet. At four o'clock on that very Monday, the judgment was read in gaol to Nurse Cavell and her fellow prisoners. I was informed of this fact by Nurse Wilkinson, who called at my private house at 7.30 that evening. We rushed over to the Legation to explain all the facts to the Minister, and he then signed the plea for pardon which I had prepared beforehand, and which, with Mr. Gibson, Secretary to the Legation, and the Spanish Minister, Marquis Villalobar, representative of the American Minister, Mr. Whitlock (who was too ill to leave his house), I handed over to Baron von der Lancken. Mr. Whitlock, in his book, gives an admirable narrative of those terrible moments we spent at the German political headquarters trying to save the life of the poor nurse, Von Sauberzweig, who was the Governor of the town of Brussels, refused to accept the plea, and said that he had considered all the merits of the case, and sentence had to be carried out. Sauberzweig and Stoeber are the two men who have the death of Nurse Cavell on their conscience, and they certainly should not be left alone. On Oct. 12, at seven o'clock, at the National Rifle Range, Nurse Cavell was shot by a squad of more than twelve soldiers. Some people said that

she fainted, but those do not know Nurse Cavell. She was not the woman to faint. Her last words to Mr. Gahan, who was the clergyman who saw her that night, proved too well that she was ready to leave life with the greatest courage. "I am happy, she said, 'to die for my country,' and still, at those moments when she was confronted with the most tragic fate, she had no hatred in her heart for anybody.

The touching procession that brought the body of Nurse Cavell from the rifle range where she died to Brussels Station was the best answer to give to such acts of cruelty. The veneration of the people, the silence of the crowd, proved better than anything else how deeply the Belgian people were feeling for her. At this same rifle range there are still forty-two graves of other heroic men and women—all Belgians—who were shot by the German squad for helping their country. The whole world will associate all these who so gallantly died with the memory of Nurse Cavell.

The only regret I have is that at this procession some people were missing. There should have been von Sauberzweig, there should have been Stoeber, and there should have been the Kaiser. There should have been all those who had been cruel to the poor woman; and they should have been kneeling down in the dust of that procession. That would have been justice; but as Nurse Cavell said: "Justice is in Heaven."



EXECUTED BY THE GERMANS IN BRUSSELS ON OCTOBER 12, 1915; BURIED IN "LIFE'S GREEN," NORWICH CATHEDRAL, ON MAY 15, 1919: MISS EDITH CAVELL.

frankly admitted that she had saved in that way about 200 soldiers. The other accused, about 36 in number, were all examined in the same way, and replied with an equal courage. As was explained to me before the trial, matters like this (that is to say, helping soldiers to leave Belgium and cross over the frontier) had never been dealt with very severely by the German Courts; but in this case, from the very beginning, there was a decided will to arrive at some drastic result, and for the first time the defence was faced by a Public Prosecutor called Stoeber, who showed hatred and violence from the very first minute he spoke. Against a man like that, what could the defence be? The lawyers in the case had never seen any documents relating to the prosecution; they hardly knew what the prosecution was; they had called no witnesses, and had never, either before or during or after the case, been allowed to say a single word to their client. Certainly such a defence was crippled at the very beginning, and cannot seriously be called a defence.

Mr. Stoeber demanded that the Court should pass death sentence on several of the accused, including Nurse Cavell. All the lawyers did what they could, and said all that could be said in such circumstances, but Stoeber was insistent. Nurse Cavell had helped British soldiers to go over the frontier, thereby helping the British Army; and this, he said, came under the application of the German Penal and Military Court which sentenced to death "those who conduct soldiers

THE HOME-COMING OF NURSE CAVELL: THE DEPARTURE FROM OSTEND.

PHOTOGRAPHS BY FARRINGTON PHOTO. CO.



1. BELGIUM'S FAREWELL TO THE MARTYRED BRITISH NURSE: BELGIAN TROOPS IN THE FUNERAL PROCESSION AT OSTEND.

2. GUARDED BY SOLDIERS: THE COFFIN LYING IN STATE IN THE STATION AT OSTEND.

3. LEAVING OSTEND FOR DOVER: BELGIAN SOLDIERS BEARING THE COFFIN TO THE BRITISH DESTROYER "ROWENA."

The body of Nurse Cavell, who was shot by the Germans in Brussels, was brought to Ostend by train on May 13. The oak coffin bore a plate inscribed: "Edith Cavell. Born December 4, 1865. Died October 15, 1915." At Ostend the coffin was received by General Ryckel, Acting Burgomaster Moreau, and British naval and military authorities.

A wreath was laid upon it in the name of the town of Ostend, and the final honours were paid by the 6th Company of the Chasseurs Regiment, whose band played the British National Anthem. At the harbour, a British naval detachment was formed up. The coffin, guarded by British and Belgian soldiers, remained on the quay until the following day.

THE HOME-COMING OF NURSE CAVELL: THE ARRIVAL AT DOVER.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, TOPICAL, AND CENTRAL PRESS.



TWO SISTERS OF NURSE CAVELL: MISS SCOTT CAVELL AND MRS. WAINWRIGHT, WITH DR. WAINWRIGHT AND A NURSE.



THE LANDING AT DOVER: THE COFFIN BEING RAISED BY CRANE FROM A LIGHTER TO THE PIER HEAD.



ON THE WAY FROM THE NAVAL PIER TO THE ADMIRALTY PIER STATION: THE PROCESSION PASSING ALONG THE DOVER FRONT.



INCLUDING SAILORS, SOLDIERS, AND MEMBERS OF THE WOMEN'S SERVICES: THE PROCESSION IN DOVER.

The destroyer "Rowena," bringing the body of Nurse Cavell home from Belgium, arrived at Dover on the evening of May 14. On board were the relatives, Dr. and Mrs. Wainwright, and Miss Scott Cavell, with two nurses representing the Ecole Belge d'Infirmier Diplômés de Bruxelles. The coffin was brought ashore in a lighter, and borne by blue-jackets to a wheeled bier, from which it was later transferred to a hearse, and borne in procession to the Admiralty Pier. There it was placed in a railway coach, and a guard

was mounted to keep watch over it until the journey to London was resumed next day. A large crowd, including many people from the country round, watched the procession. The hearse was accompanied by 16 pall-bearers—4 officers of the W.R.A.F., 4 of the W.R.N.S., 4 of the Q.M.A.A.C., and 4 Army nurses. After the carriages came the wreath-bearers. Among the numerous wreaths was one from the Queen of the Belgians, and others from the City of Brussels and the City of Ostend.

THE HOME-COMING OF NURSE CAVELL: AT WESTMINSTER ABBEY.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU



WITH THE BANDS OF THE COLDSTREAM AND WELSH GUARDS PLAYING CHOPIN'S "FUNERAL MARCH": THE PROCESSION ARRIVING AT WESTMINSTER ABBEY.

The body of Nurse Cavell was brought from Dover to London by train on the morning of May 15. The coffin, draped with the Union Jack, and mounted on a gun-carriage, was borne in procession from Victoria to Westminster Abbey, where a funeral service was held, and thence to Liverpool Street, to be taken on by train to Norwich. The procession to Westminster Abbey was headed by a detachment of the Coldstream Guards,

moving at a slow march with arms reversed. They were followed by the combined bands of the Coldstream and the Welsh Guards. Then followed the gun-carriage, drawn by six horses. A hush fell on the great crowd as the cortège, so impressive in its austere simplicity, passed on its way to the Abbey. As it approached the Abbey doors, where the clergy were assembled to receive it, the band was playing Chopin's "Funeral March."

THE HOME-COMING OF NURSE CAVELL: LONDON'S REVERENT MULTITUDE.

PHOTOGRAPH BY G. P. J. AND ALFRED



1. ASSEMBLED TO PAY A LAST TRIBUTE TO A GREAT ENGLISHWOMAN: CROWDS WATCHING THE CORTÈGE ON ITS WAY.

How deep was the feeling among Londoners aroused by the martyrdom of Edith Cavell was evident when, three and a-half years after her execution by the Germans in Brussels, a great multitude gathered in the London streets to pay a tribute of respect to her memory, as her body passed through on the way to the last resting-place at Norwich.

2. THE CITY'S RESPECT FOR THE MEMORY OF EDITH CAVELL: THE CROWD AT THE MANSION HOUSE AFTER THE PROCESSION HAD PASSED.

As befitting the occasion, the crowd was quiet and reverent, and the very silence, broken only by the slow tread of the military escort, was intensely moving and impressive. In our upper photograph the cortège is seen just after it had left Victoria Station. The lower photograph shows the great concourse of people who had assembled in the City

THE HOME-COMING OF NURSE CAVELL: IN WESTMINSTER ABBEY.

DRAWN BY OUR SPECIAL ARTIST, A. FORESTIER.



THE PROCESSION INTO WESTMINSTER ABBEY: THE COFFIN BORNE BY EIGHT SOLDIERS AND PRECEDED BY THE CLERGY.

When the funeral procession arrived at Westminster Abbey, the coffin, draped with the Union Jack, was carried from the gun-carriage by eight bearers of the Coldstream Guards into the Abbey, with the clergy before it, and followed by soldiers of the same regiment and an officer, with his sword carried under his right arm and held behind his back with his left hand, according to military custom at such ceremonies. The coffin, on which a great cross of red flowers on a ground of white flowers had been set on its

arrival at the Abbey, was placed upon a bier, where it rested during the service. The Lesson was from Revelation xxi, 1-7: "I saw a new heaven and a new earth," and the anthem was Sullivan's setting of the words: "Yea, though I walk through the valley of the shadow of death, I will fear no evil: for Thou art with me; Thy rod and Thy staff comfort me." At the end of the service buglers sounded "The Last Post" and "The Reveille."—[Drawing Copyrighted in the United States and Canada.]

A MONARCH WHO TRAVELS BY AIR: KING ALBERT'S FLYING TOUR.

PHOTOGRAPHS BY SPORT AND GENERAL.



THE KING OF THE BELGIANS (ON THE LEFT) IN AN AEROPLANE: TAKEN DURING HIS RECENT AIR TOUR ALONG THE SOUTH COAST.



IN FLYING KIT: KING ALBERT (THE LEFT-HAND FIGURE) TALKING TO AN OFFICER AND (INSET) A NEARER PHOTOGRAPH OF HIS MAJESTY.

King Albert has for some time past shown a marked fondness for air travel, so much so that he might be called "the flying King." On May 15 he crossed the Channel in a seaplane from Ostend, and, owing to misty weather, landed at Dover and stayed the night there. The next day he continued his journey in a flying boat, which was accompanied by another, his destination being Dartmouth, where his son is at the Royal Naval College.

At Gosport a descent was made for lunch. Later, the machine in which King Albert was travelling developed engine trouble, and had to descend on the sea about six miles from Dartmouth. The other flying-boat went to the spot, and the King was transferred to it and proceeded to Dartmouth, where he landed about 6.30 p.m. With him were Colonel Bigsworth, Captain O'Brien, Lieutenant Woolley, and a Belgian aide-de-camp.

SAILS AS CAMOUFLAGE: A SEAPLANE BOMBING A DISGUISED U-BOAT.

FROM THE PAINTING BY C. E. TURNER.



RIGGED AS A SAILING-BOAT: A GERMAN SUBMARINE SUBMERGING, SAILS AND ALL, TO AVOID A BRITISH SEAPLANE'S BOMB.

The war at sea against the German submarines occasioned many exciting encounters between under-water craft and over-water craft, as they might be called, that is, Naval aircraft. These engagements took place, for the most part, under conditions wholly novel and unprecedented in previous wars. The picture here reproduced illustrates one of the camouflage devices adopted by the U-boats to disguise their true character. The submarine was rigged to represent an innocent sailing craft, and in that character the

boat was stealthily approaching a merchant convoy, seen faintly in the distance in the right background. The arrival of a British seaplane, however, put a sudden end to the stratagem. From the air above, the form of the submarine would be visible under water, and the seaplane promptly proceeded to drop a bomb, which can be seen falling towards the disguised U-boat, which is hastily submerging without having time to "shorten sail."—[Drawing Copyrighted in the United States and Canada.]

THE WORLD OF FLIGHT

ON RECONSTRUCTING THE ROYAL AIR FORCE.

By C. G. GREY,

Editor of "The Aeroplane."

PRESUMABLY all thinking people will agree that whatever may be the result of our pious resolutions towards forming a "League of Nations," we must maintain the King's Armed Forces at such a strength as to enable them to deal adequately with any Armed Forces which may be opposed to them at any future date. It may also be assumed that every thinking person will agree to the proposition that whatever Armed Forces may be permitted to us by the curtailing influences of a possible League of Nations, and of a very certainly parsimonious Treasury, must be maintained at the very highest possible pitch of fitness for their work. There are those of us who are heretical enough to believe that, despite the magnificent services which have been rendered in the past by the Navy and by the Army, the most important of the King's Services in future wars will be the Royal Air Force. It is true that there will still be work for the Navy to do; but, so far as enemy fleets are concerned, a large naval section of the

officer happens to have been a Naval officer or an officer of the Regular Army before joining the Royal Air Force. If all had gone well, the R.A.F. officer would by now have been ranked "with but after" an officer of the Senior Services. None can dispute that, unhappily, he is ranked a long way after, and certainly not with, the Senior Services in the estimation of the best people. It is the difficult task of those who are now responsible for the R.A.F. in peace, to remove the unfortunate feeling which at present prevails regarding the R.A.F.—a feeling which is very well expressed in the fact that one of our most highly paid comedians gets almost his best laugh every evening by remarking that he does not smoke or drink, has no vices, and "has no friends in the Air Force."

It is a great pity that this should be so, for none of the King's Services has shown greater gallantry than has the Royal Air Force, or its original component parts, the Royal Naval Air

the cessation of hostilities, but very soon after the Armistice was declared the good work began, and it began undoubtedly in the right way. That was by endeavouring to inculcate into the *personnel* of the Air Force a proper *esprit de corps* by way of its sports. When the actual strain of war ceased, and officers and men had time on their hands, a few really good sportsmen set to work to put the R.A.F. sport on a proper footing. Stations were encouraged to start football teams. Groups selected picked players from their Stations and Squadrons and made them into Group teams.

Areas, again, took the pick of the Group teams and made them into Area teams, with the result that both at Rugby and Association football the R.A.F. has put up some quite good shows. Even during the worst part of the war the R.A.F. took a very keen interest in boxing, and one recalls an excellent boxing tournament arranged by Major Small, as he then was, at Thetford. Later in the



NAVAL AIRCRAFT IN THE ROYAL ACADEMY: "THE CHANNEL PATROL: F2A FLYING-BOAT 'TAKING OFF.'"—BY CAPTAIN C. E. TURNER.

By Courtesy of the Artist.

Royal Air Force thoroughly organised and thoroughly equipped should, by itself, be able to prevent the enemy's surface ships from leaving their harbours, and should be able to keep enemy submarines below the surface to such an extent as to make them completely harmless. Similarly, a thoroughly efficient Army Flying Service should enable the British Army of the future to withstand any attacks made upon it. It would, therefore, devolve upon the Air Force proper to impress on any hostile country the fact that it would do well to leave this country severely alone. Thus it will be the Royal Air Force of the future which will deal primarily with offensive operations against enemy countries.

For this reason one claims that one is justified in arguing that the Royal Air Force must, in the nature of things, become the premier Service of the King. It can never be the oldest Service, but it may become the leading Service, on the lines of the old jest that "To have been first merely proves antiquity; to have become first proves merit." Unfortunately, the Air Force at the moment is not regarded as being socially, morally, or intellectually the equal of the King's Senior Services. Regrettable though it may be, it is a fact that people do not accept R.A.F. officers as being on the same social level as Naval officers or officers of the Army, unless, of course, the particular R.A.F.

Service and the Royal Flying Corps. And, as a matter of fact, it is probably true that neither the Navy nor the Army contains within itself human material better suited to be turned into a first-class Service. The trouble seems to have arisen purely from the fact that, in the nature of things, the flying officer was young and irresponsible, full of high spirits, and, in flying slang, "full out" for anything in the way of excitement and adventure. From the earliest days of hostilities the regular Service people were away at the war, or, in the case of the R.N.A.S. particularly, so busy on purely war-like affairs at home that they had no time in which to attend to social amenities in the mess, or to the finer points of deportment and discipline. Therefore, quite naturally, the wilder spirits of the new entry had rather too free a rein, and those who wished well to the Flying Services were pained by the exhibitions of unseemly behaviour with which people at home became too familiar during the early days of the war. Such offences against good form as riotous orgies in public places, reckless driving by young officers in large cars or fast motor-cycles—frequently with undesirable companions of the other sex—and dangerous flying over peaceful crowds which were scared and annoyed by these performances, became very much too common. Naturally nothing could be done to reform the R.A.F. and put it into a healthy social state until

war one came across quite good R.A.F. boxing arranged by Lieut.-Col. Thompson and Lieut.-Col. Minchin, at Maidstone. Also several R.A.F. representatives have fought their way into quite high places in inter-Service boxing tournaments.

In this way quite a good deal has already been done to raise the tone of the whole Air Force by promoting the manlier forms of sport, and one hopes that all who are at all closely in contact with the R.A.F. will do their best to encourage and support efforts in this direction. Unfortunately, boxing is not everybody's sport; and, after all, football is a game which only a few can play at a time. It is hardly likely that one squadron can have more than one football ground, or at most, two—one for Rugby and one for Association—and that means that at most 52 men can play at a time, whereas the *personnel* of a Station may run into many hundreds. Incidentally, it is rather an interesting fact that Rugby is the game which nearly all officers play, and that very few of the airmen play anything except Association.

As a matter of fact, if all the officers wanted to play Rugby they would scarcely be able to do so, and, anyhow, football can only be played for a few months in the year; and so it is necessary to consider the promotion of other sports which will tend to raise the whole tone of the R.A.F.

(To be continued)



WHERE, TRADITION SAYS, STOOD SOLOMON'S TEMPLE: THE "DOME OF THE ROCK,"
OR MOSQUE OF OMAR, AT JERUSALEM.

The beautiful Mosque of Omar, or "Dome of the Rock," at Jerusalem, stands in the centre of the Temple area, and is believed to occupy the site of Solomon's Temple. The safeguarding of this and other Holy Places is now the care of the Pro-Jerusalem Committee established by General Storrs, the British Governor. The Committee is international, and the heads of the Christian, Moslem, and Jewish communities work together upon it for the welfare of the Holy City.

FROM THE PAINTING BY WALTER LYDALE, R.I.

THE HOME-COMING OF NURSE CAVELL: LAID TO REST IN "LIFE'S GREEN," BESIDE NORWICH CATHEDRAL.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



"THIS PLOT OF GROUND IS NOW CALLED 'LIFE'S GREEN,' AND WE WILL THINK OF HER . . . AS HERSELF ALIVE UNTO GOD": UNDER THE SHADOW OF NORWICH CATHEDRAL.

The last journey home of Edith Cavell, from the city of Brussels, where she was done to death by our enemies on October 12, 1915, ended on May 15, 1919, in a tranquil corner under the shadow of Norwich Cathedral. The coffin was brought from London by special train and on its arrival at Norwich was borne in procession to the Cathedral on a gun-carriage, with an escort of the Norfolk Regiment. There an ecclesiastical procession was formed, and after a beautiful service in the Cathedral, the coffin was carried to the graveside by eight sergeant-majors, one of whom had received help from Miss Cavell in Belgium. The Bishop of Norwich said the committal

sentences and then gave a short address. "Edith Cavell," he said, "rests under the shadow of our Cathedral in its eight hundredth year, adding one more to the long line of those blessed saints of God over whom it has watched in life and death. This plot of ground is now called 'Life's Green,' and we will think of her this evening while her body rests in its keeping, as herself alive unto God and present with the Lord." The last hymn was "Abide with Me," and after the Bishop had pronounced the Blessing, buglers sounded "The Last Post" over the grave.—(Drawing Copyrighted in the United States and Canada)

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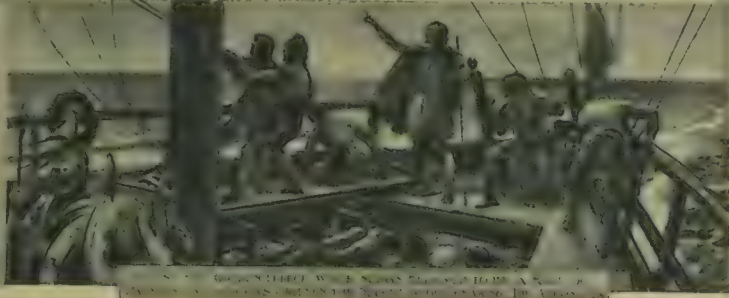
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SCIENCE JOTTINGS

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

ABOUT eight years ago an arrangement was made whereby all whales stranded on our coasts should be reported to the authorities at the British Museum. As these reports come to us, instructions are sent to the Coastguard to forward either the whole animal, the head and flippers, a few teeth, or a piece of "whale-bone," as the case may be. Sometimes, where it is clear that a rarity

A NEW BRITISH WHALE.

Director of the British Museum of Natural History, announced the capture of an adult male, seventeen feet long, stranded at Liscannor, County Clare, in 1917; and the existence of yet a third specimen, taken some years ago on the Galway coast, and now in the Galway Museum. So that there are but three recorded examples of this wonderful animal.

What may be called the "hall-mark" of these beaked whales is the presence of but a single pair of teeth, borne by the adult males only, in the lower jaw. In Sowerby's whale these teeth project on each side of the middle of the mouth; while in the bottle-nosed and Hector's beaked whale and in True's beaked whale they project from the extreme end of the jaw. But, though they are the only visible teeth, minute vestiges of teeth will be found on dissection along almost the whole length of the jaw. In certain fossil species of beaked whales these now-vestigial teeth were functional; but in them

than about half-an-inch! Beaked whales feed mainly on squids, and the hides both of Cuvier's and Sowerby's whale are commonly scarred with the wounds inflicted by the suckers which are borne on the arms of these creatures. In the struggle which ensues when the squid is seized these arms seem to be flung around the captor, and they do not relax their hold without leaving scars which may last a lifetime.



THE "HALL-MARK" OF THE BEAKED WHALES: THE TEETH OF AN ADULT MALE CUVIER'S WHALE (*ZIPHIUS CAVIROSTRIS*) STRANDED AT FETHARD IN 1915.

has come to hand, one of the Museum staff is dispatched to recover the whole animal, whatever its size. In this way a very considerable mass of information as to the migrations of these animals has been brought to light, and at the same time a very substantial addition to the collections has been made. It has shown, too, that species hitherto regarded as extremely rare are, after all, not infrequent visitors to our seas.

Among these rarities are the beaked whales known as Cuvier's beaked whale (*Ziphius cavirostris*) and Sowerby's beaked whale (*Mesoplodon bidens*). These are near relations of the bottle-nosed whale (*Hyperoodon rostratus*), which is frequently to be encountered off our western shores. Of these beaked whales there is one species which is excessively rare. This is *Mesoplodon mirus*, or True's beaked whale. It was discovered no longer ago than 1912, when a female obtained at Beaufort Harbour, North Carolina, came into the hands of the late Mr. W. F. True, who described it as a species new to science. It remained the only specimen of its kind on record until March last, when Dr. S. F. Harmer, the Keeper of Zoology and

a pair near the middle of the jaw and a pair at the end were conspicuously larger than the rest. In the rare Berardius these two pairs are both persistent, so that it would seem the teeth of Sowerby's whale answer to the hinder pair, while the anterior pair of True's whale and Cuvier's whale answer to the front pair. Why either pair should have survived one cannot say, since they have no apparent use. Layard's beaked whale is a still more remarkable



EXPOSING THE TOOTH WHICH HAD AS YET NOT CUT THE GUM: THE DISSECTION OF THE END OF THE JAW OF AN IMMATURE CUVIER'S WHALE.

I once had the good fortune to see a pair of Cuvier's whales alive. This was some seven years ago, when I was spending a week with one or two friends on the Great Saltee Island off the coast of Wexford. I was sitting on the top of the cliff and looking out to sea, when in the clear blue water in front of me appeared two strange-looking whales, which, from the striking whiteness of the forepart of the body, I at first took to be Belugas. For some minutes they swam straight towards me.

It is to be regretted that we have no photograph of True's whale, for the specimen recovered at Liscannor was too much damaged to make photography possible, so that we must wait for information as to the coloration of this animal. Our new whale, it is satisfactory to note, is the only known male. The type of its species, from California, was a female. The sex of the Galway specimen has not been recorded. Its range, from California to Great Britain, is certainly remarkable; but not more so than that of its relative *Mesoplodon hecfori*, which is a British species and is taken also in New Zealand waters.



MEASURING 11 FT. 10 IN.: A FEMALE SOWERBY'S WHALE (*MESOPLODON BIDENS*) STRANDED AT THE FORT, ROSSLARE, CO. WEXFORD, ON SEPTEMBER 21, 1914.

"What may be called the 'hall-mark' of these beaked whales is the presence of but a single pair of teeth, borne by the adult males only, in the lower jaw. In Sowerby's whale these teeth project on each side of the middle of the mouth."

creature. For in this the pair of teeth answering to those of Sowerby's whale grow upwards, until they meet one another above the upper jaw, thus making it impossible to open the mouth wider

certainly remarkable; but not more so than that of its relative *Mesoplodon hecfori*, which is a British species and is taken also in New Zealand waters.

W. P. PYCRAFT

THE CARE OF THE SOLDIER'S DOG: R.S.P.C.A. KENNELS AT HACKBRIDGE.

DRAWN BY OUR SPECIAL ARTIST, A. FORESTIER.



1. FOR THE DOGS OF SOLDIERS SERVING ABROAD: THE HACKBRIDGE KENNELS—A KEEPER ENTERING.
2. WHERE EACH DOG HAS A SEPARATE KENNEL: THE HEAD KEEPER TAKING A "BOARDER" OUT FOR EXERCISE.

Dogs belonging to soldiers who are still serving abroad find an excellent home in the kennels established by the Society for the Prevention of Cruelty to Animals at Hackbridge. Every dog has a separate kennel, and over the door of it is kept a daily record of his condition, with particulars of his origin, breed, and arrival at the home. On each side

3. CALLERS: A SOLDIER AND HIS WIFE VISITING AN ABSENT FRIEND'S DOG, WITH A KEEPER.
4. WITH HIS RECORD SHEET OVER THE DOOR: A DOG IN HIS KENNEL.
5. AN APPEAL FOR SYMPATHY: A DOG STOPS A PASSING KEEPER.

of the central passage doorways lead off into courtyards, where the dogs are taken out singly for exercise two or three times a day for twenty minutes at a time. Occasionally friends of a dog's absent owner will call to see how it is getting on, as shown in drawing No. 3.—[Drawings Copyrighted in the United States and Canada.]



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NEW NOVELS.

"Our Casualty." In "Our Casualty" (Skeffington) we discover a George Birmingham not hitherto known to his large circle of admirers. George Birmingham in intimate touch with the men of the war. These are not, however, all, or even mainly, war stories; and one of the best is "The Mermaid," which is a delightful legend of the Irish shore if you can speak of anything as a legend when it is told as happening but a single generation removed from the narrator. Reverse the Matthew Arnold poem and give it a local habitation at Inishmore, and "The Mermaid" in outline is ready-made to your hand. The light side of life is very pleasantly dealt with in all these stories, with the author's happy and inimitable touch. Wit and humour are so sadly rare in modern fiction that Canon Hannay's books fall like dew upon a thirsty land; and "Our Casualty," with its glances at yachts and horses, Hibernian fishermen and sergeants and peasantry, will certainly not be the least popular of the long succession that has endeared him to the British public.

"The League of the Scarlet Pimpernel." The feats of Sir Percy Blakeney continue to provide Baroness Orczy's readers with thrills, and "The League of the Scarlet Pimpernel" (Cassell) adds another bunch of revolutionary adventures to her hero's record. A genius for impersonation lay, it will be remembered, at the foundation of the Scarlet Pimpernel's success in rescuing the unhappy prisoners of the Terror. It is difficult to suppress the suspicion that a certain stupidity on the part of his enemies contributed, in almost equal measure, to his unvarying triumphs over their precautionary measures. If we had had a protégé of the Scarlet Pimpernel in our charge, we should never have allowed him a night's grace for rescue, but would have executed summary judgment on the nearest lamp-post. But the Committee of Public Safety, Fouquier-Tinville, Marat, and the rest, contented themselves with such trumpety safeguards as bolts and bars, which (as we know, and they might have learned by many experiences) were no better than cobwebs in the



THE SAVAGE CLUB BALL OF 1803: THE PIPE OF PEACE—A CONTEMPORARY DRAWING FROM THIS PAPER

In view of the great costume ball to be given by the Savage Club at the Albert Hall on the night of Derby Day (June 4), it is interesting to remember that the first—and only other—Savage Club Ball took place, also at the Albert Hall, in July 1803. The above illustration is reproduced from one of the large engravings of the event then published in this paper. For the forthcoming ball, a Savage "Jazz" has been specially composed by Mr. Herman Finck. Tickets are selling rapidly. They can be had from the Aeolian Hall, 135, New Bond Street, or of Miss Margaret Chute, the Organiser, 8, John Street, Adelphi.

path of Sir Percy Blakeney and his gallant comrades. We need hardly say that Baroness Orczy makes brilliant use of the French Revolution, that grim backcloth, as the

setting for her stories; or that, in her able hands, the zest of the Scarlet Pimpernel to knight-errantry shows no sign of flagging.

"B. E. N." When a young woman who has been guilty of over-riding hounds has the luck to be engaged as Whip by the Master of the pack, it must be granted that the age of hunting romances has not yet come to an end. There are still more remarkable things in Ben's professional career of which the most noteworthy is her arrival by aeroplane at the covert side. We do not suppose Miss Dorothea Conyers intends that anyone should take "B. E. N." (Methuen) too seriously. It should be accepted, at its face-value, as a high-spirited Irish novel, a book for ease and laughter, and not to be stretched upon the Procrustean bed of realism. It is a good-natured story, full of fresh air and horses, improvident persons and intelligent animals, and dashed with the pleasing vision of riches. In the end, the riches descend upon impecunious pretty Ben, when Sir Alfred adopts Dermot, her accepted suitor, as his heir. Ben's subsequent history probably contained no small measure of unsuccessful horse-dealing, and was by no means free from ructions; but as we leave her about to be led to the altar, all smiles and happiness, that is no concern of ours.

"The Skeleton Key." The late Bernard Capes was a novelist whose work was never without the mark of literary craftsmanship. Mr. G. K. Chesterton in his introduction to "The Skeleton Key" (Collins), says truly that he gave the touch of distinction to a detective story or a tale of adventure, and that in a sense he carried on the traditions of the artistic conscience of Stevenson—the technical liberality of writing a penny-dreadful so as to make it worth a pound. This, to be sure, is the Chestertonian touch, as applied in his admirable appreciation of Mr. Capes. He speaks of the poet in him, citing the title of "The Lake of Wine" as in itself a poem. Mr. Capes wrote many books; but his power in this, his last, was still strong upon him, and his death leaves a sad gap in the ranks of the English novelists. He owned that rare thing—an equal command of the art of the full novel and the short story.

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LADIES' NEWS.

ONCE again a season at the Royal Opera House, and every indication that the four seasons during which the doors of the great Covent Garden house were closed over an accumulation of stores has given a new zest to the social and musical institution which is our Royal Opera Season. The house on the opening night was a fine sight—full from floor to ceiling, while it was known that heaps of people were unable to obtain seats at any price. There was a sensible feeling of "it's good to be back" among old Opera-ites, and a distinct excitement and pleasure among the many new-comers, which did much to create an atmosphere more stimulating than that of frequently affected pre-war boredom. The Royal Box, too, was stimulating to look at. The King and Queen, Queen Alexandra, the Prince of Wales (such a happy, laughing, young Prince of Wales), Princess Mary (really enjoying her first visit to the Royal Opera, and looking so pretty in white with a classical wreath of silver leaves in her pretty hair, closely dressed to her neat little, well-poised head), Princess Victoria, Prince Albert, and Prince Henry—three generations of British Royalty of which we are right to be proud.

The Queen's hair is white. To those who for five years had not seen her Majesty without a hat this was a surprise, but one that soon vanished in pleasure, for it proved vastly becoming. Dressed high, with a pointed diamond diadem, it was indeed a glory to the Queen, who has never looked handsomer or more queenly. At the Opera it is head-dressing and opera-cloaks that matter chiefly. It was noticeable that Queen Alexandra looked her beautiful self, with which time forbears to tamper. Her hair ornament was a high one too, and in it were some large diamonds. Her black satin dress was embroidered with jet and blue sequins. Princess Victoria was in black satin and ivory lace. A very becoming way of wearing a collet necklet of fine diamonds was shown by Lady Patricia Ramsay, who had one filet-like on her pretty hair. Her other jewels were two long ropes of pearls, and a fleur-de-lis in diamonds at the left side of her black satin bodice draped in white tulle. The Princess Royal and Princess Maud also wore diamonds mounted as filets. A very large contingent of Society was present. Nowadays it would be silly to say everyone who is anyone was there, for there are quite enough people of position and rank to go round many functions. There were, however, plenty present to prove that Society is delighted once more to have its operative rendezvous, which bridges over the hours between dinners and dances.



AN EVENING DRESS AND A CLOAK.

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If there was a Commission to inquire into the usefulness of the daughters of our great folk, they would probably come out as well as the Dukes and Earls who were by no means found to be only empty head-pieces by their Labour cross-examiners. What girl of the ordinary well-to-do middle classes, going to be married, would book up her wedding presents herself, write personally every letter of thanks, and personally see to all details concerning other people? Lady Sybil Phipps did so, and did it systematically and well.

Pearls are the gems of beauty that are the greatest joys of women. Our sex is nothing if not emulative. Should Mrs. A acquire a row of pearls, Mrs. A-1's peace of mind is destroyed until she can have a rope of these covetable gems. Consequently, the Royal Jewellers—Carrington's, in Regent Street—are guides, philosophers, and friends to hundreds of clients who are adding to their treasures or providing themselves with starting strings. It is a period for pearls: in times to come they will be acclaimed the gems of peace year, and who shall say that there is not harmony in this idea? Carrington's are, of course, experts; also, they practically control pearl markets and can always get just what is wanted. Red Cross pearls are still obtainable, and their claim to mark peace by victory is double. There are magnificent diamond, sapphire, and emerald rings at Carrington's which are sought after by those who are entering into engagements the reverse of warlike. One always thought that Queen Victoria scored by being the one woman of her reign who could wear the Garter as an armlet. The Queen and Queen Alexandra could do so, no doubt, but never use the privilege, doubtless regarding the ribbon, star, and badge as sufficient. There was a lovely Star, Badge, and Garter at Carrington's last week; its ownership was not disclosed, but one gets an idea that it may be for a young royal-princely knight not as yet a member of that Most Noble and Ancient Order of Chivalry, but soon to be admitted.

A study of capes at the Opera makes it plain that these are very becoming garments. Lady Patricia Ramsay had one of deep prune-coloured velvet with a deep chinchilla collar. Lady Diana Manners' cape was a butterfly-like arrangement of rose-petal-pink glacé silk, with velvet collar and cuffs; it floated out very effectively, showing a pretty frock of palest Parma-mauve. The Duchess of Rutland wore a clinging long cloak-cape of russet and dead-gold brocade, with a deep black collar. Lady Maud Warrender was wearing a square cape of black satin embroidered with gold. Now is a transition period, but the coming of the taffeta, and dainty chiffon, lace, and even embroidered tulle capes, is clearly indicated. A. E. L.



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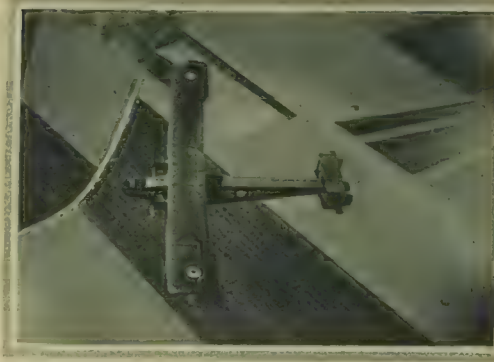
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DECIMALS AND DUODECIMALS.

BY F. H. OSBORN.

THE recent article in which I pointed out: (1) That English weights and measures are actually in use over the greater part of this trim little planet of ours; and (2) that systems closely approximating to those current throughout the British Empire, the United States, and Latin America are accepted in several outside countries, has been widely quoted, and has also brought me a number of sympathetic and suggestive letters. It is clear that a strong body of opinion exists against the hasty adoption of the Metric System, which, as a matter of fact, is practically unknown outside Europe. At the present moment the advocates of new tables based on decimals are energetically pushing their claims, furbishing up all the old arguments, and, by way of a new inducement, asserting that the acceptance of their plan would strengthen the triple alliance between Britain, France, and the United States. Their main argument is, of course, that there would be a considerable saving of time in schools, if children only had to learn the multiplication table up to ten times ten, and were not obliged to worry about "our absurd British units," when all the standards of measurement had been decimalised. This reasoning, however, does not appeal to the mathematician who wishes to teach his pupils to think mathematically. He knows that the mind can only be improved by using it, and that relieving the apprentice to the indispensable art of arithmetic (one of the necessary three R's) of all but the absolute minimum of mental effort, is really a false economy of time and trouble, which could only be countenanced by those who think a system of symbols of more consequence than the things symbolised. Moreover, it is a fact known to educational experts that in France and other countries, where the Metric System is established, and "compound" sums are simplified, the average standard of arithmetical ability among the children in elementary classes is much lower than it is in this country. Would not the advantages of uniformity be dearly purchased," wrote a valiant opposer of the metrical fallacy, whose arguments have never been satisfactorily met, "at the price of the mental feebleness which compels a Continental looking-



PATROLLING THE RHINELAND: A HANDLEY-FACE ON DUTY

Official Photograph.

office clerk to use a slate to compute the value of seven tickets at 16.20 c. apiece?" English weights and measures are so widely established already that it would be a



PHOTOGRAPHED FROM THE AIR: THE GREAT GOODS SIDING OUTSIDE COLOGNE

Official Photograph.

gross blunder in business strategy to adopt the Metric System. It would, in any case, be impossible to eliminate twelves from our system of computation. Only duodecimals, as every student of trigonometry knows are suitable for measuring angles (that is why four right angles equals 360 deg.), and the twelve-month year and twenty-four-hour day, which are still accepted in countries given over to the Metric System could not possibly be decimalised. Then the dozen is so firmly established in commercial practice (in France and Italy, as in England and America, bottled goods such as wine, must always be made up in cases of dozens and half-dozens to facilitate packing) that it cannot possibly be abolished.

But, while retaining our traditional systems of weighing and measuring, etc., etc., and using our prestige as the greatest of Great Powers to arrange extensions to such countries as China and Russia (the real Russia will soon be emerging from the red toils of Bolshevism), we might get in addition all the benefits of the metrical idea by making twelve the radix of numeration, instead of ten. There would, of course, be one serious obstacle. Duodecimal numeration would require two new digits to represent ten and eleven, for with twelve as radix, 10 would mean what is now written as 12; 100 would mean 12 x 12; and so on.

But the advantages arising from the numerous factors in twelve as a radix would far outweigh the initial difficulty of introducing the new digits. Duodecimal fractions, for example, would, as a rule, be simpler; thus 81, which is $8\frac{1}{6}$ in decimal notation, would be 8'2 in the duodecimal notation. All the natural fractions, which generally produce in decimals the recurring horrors never understood by the majority of intelligent people, would only extend to the first place of duodecimals. Ten is about the worst number that could have been chosen for a radix—eight, which one correspondent recommends, would be preferable; and six, which is another correspondent's choice, would be almost as good as twelve, but for the fact that very long rows of digits would be required—10,000 (radix 6) = 6' only, and so on. In conclusion, it may be said that the duodecimal notation would harmonise the standards and needs of astronomers, navigators, scientists, surveyors, etc., and secure a true far-reaching uniformity quite impossible under the Metric System.

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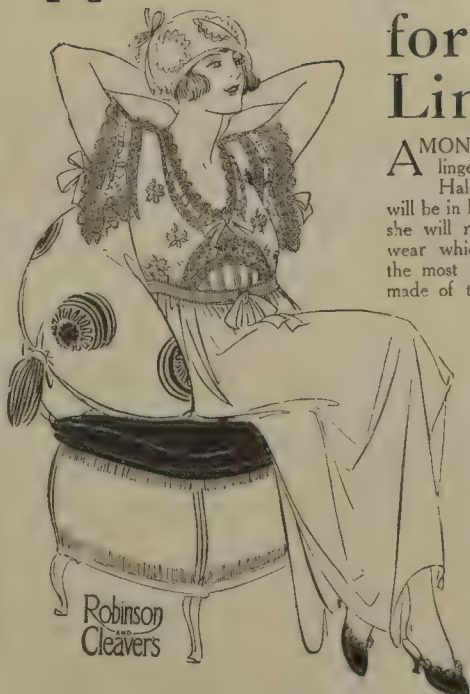
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to a first reading. We may be left wondering whether the mood of men like J. M. Synge and Lionel Johnson among the dead, and W. B. Yeats and his followers among the living is a hint of the sad men which they spring of whether it is a revolt against the political conditions in which they live—and even thrive. Perhaps the Celtic

no shadow of sympathy with the people whose language he uses so skilfully; and that, though he will have delighted many English lovers of letters with his essays, he did not write to please them, and will not even be glad to know that he has done so. Oddly enough, there is no suggestion of pose in this unusual attitude. On the contrary, we feel that, even when Mr. Yeats is defending the indefensible and putting forward the theories of art that can never help the masses even among his countrymen, he is utterly sincere.

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temperament and Dublin Castle are burdened with a joint responsibility. It is impossible not to feel that Mr. Yeats is aloof from English thought and sentiment; that he has

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IMPORTANT NOTE.—Mrs. Hudson belongs to a P. & O. Society, and is the widow of a prominent man. Others, as you can write her with every confidence. Address as above.

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THE PLAYHOUSES.

TWO SHORT PLAYS AT THE NEW.

IT is with plays as with books—a man's success with one work leads to the exploitation of his earlier essays. Now that "Abraham Lincoln" has made Hammersmith the Mecca of London's theatre-going

things, the war persists with the appearance of endlessness. The play, which reads better than it acts, contains some beautiful writing, to which the Birmingham repertory players—notably Mr. Harcourt Williams and Mr. W. J. Rea—do justice with happy elocution; but the dramatist must not marvel if a playgoer here and there scents a parallel between our own war and that of Troy, or suspects his title of implying that Briton and German fought for the same object.

The other piece, also written by authors of a current success—"The Chinese Puzzle," to wit—is a tense little bit of sensationalism having for setting, as its title, "The Altar of Liberty," might suggest, the French Revolution in the last moments of the Terror. A Special Commissioner, offering to marry a Marquise to save her from the guillotine, is implored by her in an agony of entreaty to wed and rescue her daughter instead; but Robespierre falls just in time to render her sacrifice unnecessary. Miss Lillian Braithwaite and Miss Joyce Carey—mother and daughter, of course, in actual life—offered in their acting an agreeable display of natural feeling.

the Lyceum cast are Miss Edith Drayton, Mr. Alec Fraser, Mr. Johnny Schofield junior, and Mr. H. A. Meymott.

From another bright production, "Hullo, America!" at the Palace, Elsie Janis is gone, and her place is not easily filled. Wisely, the management have made a complete change, their choice falling on a dainty little comédienne, Miss Frances White, who has a certain childish charm of her own to match her height, and captivates her audience alike as an Americanised Chinese girl and with a song sung in front of a huge slate. Another American artist joins her, Mr. Raymond Hitchcock, who found such favour in "Mr. Manhattan." Meantime, Messrs. Will West and Stanley Lupino are as droll as ever.

The announcement, made officially on May 20, that no Courts will be held at Buckingham Palace, did not come as a surprise to those who are constantly in touch with probabilities in high places. The substitution of Garden



BEING REPAIRED BY GERMAN WORKMEN: BRITISH NAVAL LAUNCHES ON THE SLIPS AT MULHEIM.—[Official Photograph.]

intelligentsia, Mr. John Drinkwater's interesting parable of war in Homeric disguise, "X=O," has been given a West-End hearing. The deserving cause on behalf of which it was presented at the New Theatre was the Housing Association for Officers' Families. Whether some in the afternoon audience, which included several Princesses, would have listened so complacently had the two armies of the story been labelled British and German instead of Trojan and Greek, is a question perhaps better not asked.

At any rate, here we are shown in the days of Priam the monotonous immobility of something like trench warfare, varied only by raids and two such exploits ending in bereavement and pitiful loss of young life; while, regardless of such

LYCEUM AND PALACE CHANGES.

In these days of Anglo-American understanding, a revival of "The Belle of New York" comes opportunely. Former admirers of the piece, who must be tens of thousands strong, will be glad to renew acquaintance with its popular melodies and the quaint humour of its story, although Edna May and other old favourites are not in the cast; while those who have missed it hitherto can promise themselves a delightful entertainment with no memories of the past to render them critical of performers who act and sing and dance with a refreshing amount of vivacity. In



BLOWN UP WHILE TAKING IN PETROL, AT COLOGNE: BEACHING THE WRECKED "M.L. 229."—[Official Photograph.]

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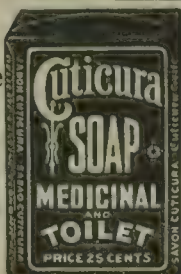
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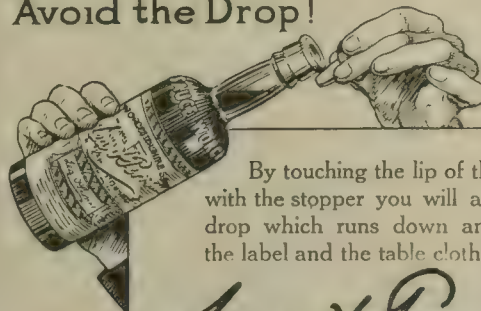
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INHALER.

THE CHRONICLE OF THE CAR.

Motor Taxation
and the Roads.

The Motor Legislation Committee is opening a vigorous campaign directed towards the application of motor taxation to the purposes of creating a Central Road

they will be unable to exercise their borrowing powers by which alone sufficient funds can be raised to carry out at once a national scheme of road reconstruction and improvement."

Undoubtedly there is a good deal in the point of view set forth; but there is something to be said from that

of the Government, and I imagine we shall have to wait until the Ministry of Ways and Communications becomes an established fact before anything in the shape of a permanent road administration eventuates. For good or ill, it is clear that the Bill now before Parliament for the setting up of this new Ministry will pass substantially as it was presented by the Government; and, as its provisions include a central road authority, it is scarcely probable that the Roads Improvement Fund will be constituted afresh on its old basis. Moreover, the Government has already announced that it intends to spend £10,000,000 on the roads as a first instalment of the £40,000,000 which

claim are eminently fitted for the modernisation of old cars. I know the firm in question is one that has for years specialised in standardised production, and that they have turned out engines which have become exceedingly popular with manufacturers of cars who prefer to employ the specialist engine-builder rather than to embark upon a comparatively hazardous enterprise by making their own. They make a very fine motor, which is installed in a very large number of cars whose owners do not know that the motor under the bonnet of their car is a Dorman. What Dormans tell me is this: There is no longer need for the motorist to scrap his pre-war car, or one that has become inefficient by reason of war-service. They offer him an engine which will fit his chassis, which his local garage people can install, which will demonstrably give him quite equal, if not superior, power to that developed by the engine supplied by the makers of his car. Their proposition is to offer motorists the means of getting another ten years' work out of their cars by fitting Dorman specialist-built engines at a substantially less cost than engines built by car-manufacturers, simply because they have made their three cardinal principles Specialisation, Standardisation, and Interchangeability.

Another Fuel
Protest.

A meeting of motorists and others, under the auspices of the Automobile Association and Motor Union, was held on Friday, the 9th inst., at Exeter, under the chairmanship of the Deputy-Mayor of Exeter (Mr. T. Bradley Rowe), to arouse public interest respecting the price of motor-spirit and the necessity of the home production of



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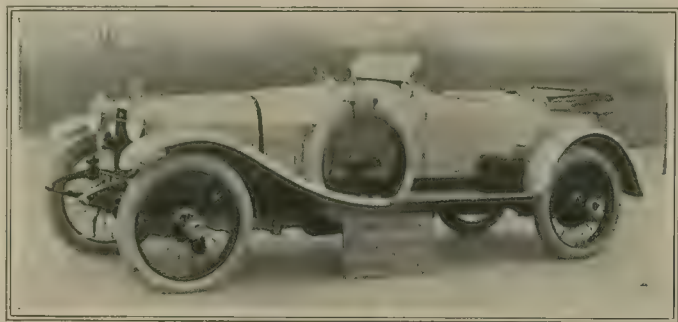
Improvement Fund. The Committee informs me that at its last meeting the following resolution was passed—

"This Committee regrets that no assurance has been given by the Chancellor of the Exchequer that the proceeds of taxation upon Motor Vehicles and Motor Fuel shall revert to the purpose—namely, the improvement of roads—for which they were originally imposed. The increased taxation was accepted by the motoring organisations in 1909 on the understanding of the then Chancellor of the Exchequer (Mr. Lloyd George) that the proceeds should be devoted to the Road Improvement Fund, and be administered by the Road Board. This revenue was diverted to the general purposes of the Exchequer in 1915 as a purely war emergency measure. This Committee desires to record its opinion that the restoration of the Road Improvement Fund from Jan. 1, 1919 alone affords highway authorities the assurance of the financial resources to carry out the urgent work of road reconstruction and improvement necessary to meet the immediate requirements of all classes of road traffic; and further, that until the Central Road Authority is secured an annual income,

it is estimated will be required of the country into proper condition for modern traffic requirements; and it seems highly improbable that the beginning of the wider scheme will be anticipated by the reconstitution of the Roads Improvement Fund under the administration of the Road Board.

Re-Engining the
Pre-War Car.

Apologising for a recent note in this column on the subject of fitting new engines to old cars, Messrs. Dormans, of Stafford, write me to the effect that they have made a study of this branch of engineering, and are now producing a series of motors which they



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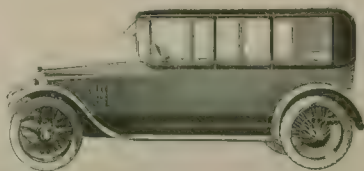
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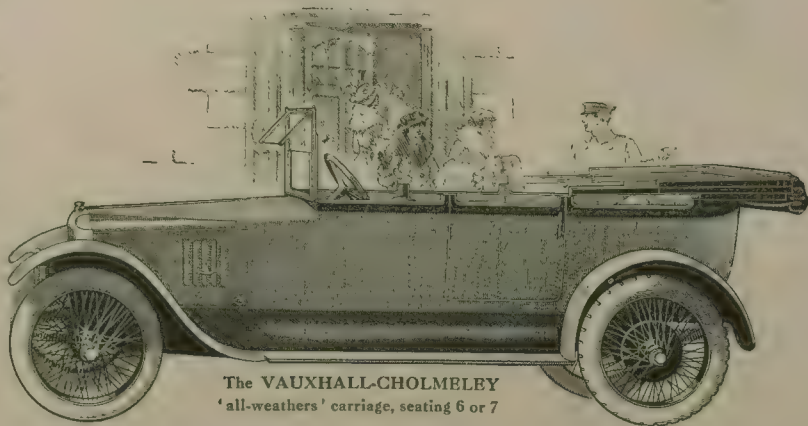
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Croup	Lungs, Baby's	Teats
Crusts	Mackintosh	Teeth Cleaning
Crying	Maltine	Teething
Cuts	Mastication	Temperature, How to
Deafness	Measles	Take
Deformities	Measure Glass	Temperature of Bath
Delicate Baby	Meat Juice	" of Food
Development	Medicines	" of Injections
Diapers	Milk, Cow's	" of Nursery
Diarrhoea	Milk, Mother's	Testimonials
Dietary at nine months	Milk Puddings	The Glaxo Nurse
Dill Water	Ministry of Food	Ths Way to Weigh
Diphtheria	Mouth	Baby
Discharges	Mumps	Thermos Flask
Discipline	Nails	Thirst
Draughts	Napkins	Threats
Dressing	Nævus	Three Oils
Dribbling	Navel	Throat, Sore
Drugs	Net for Cot	Thrush
Drug Rash	Nettle-rash	Tongue Tie
Dummy	Nerves	Tonsils
Dysentery	Nightdress	Toothache
Earache	Night Feeds	Toys
Ears	Nipples	Training
Ear Syringing	Nits	Travelling
Eczema	Noises	Tracle Posset
Eggs	Nose, Bleeding	Truthfulness
Emetic	Nursery	Turpentine
Enema	Nursery Gate	Twins
Eucalyptus Oil	Oatmeal	Twitchings of Face
Exercise	Obedience	Typhoid Fever
Export Glaxo	Olive Oil	Urine
Eyes	Ophthalmia	Vaccination
Face Twitching	Orphans	Veil
Fat	Paper Patterns	Vests
Feeding, Artificial	Paps	Vice
" Bottles	Paraffin, Medicinal	Visitors
" Breast	Paralysis, Infantile	Vomiting
" Excessive	Pedicle	Walking
" Mixed	Peeling	When Baby is Ill
" Night	Perambulator	Water, Boiled
" Outfit	Perspiration	Weaning
" Table	Pipette	Weight of Baby
" Times	Play Pen	Wetting the Bed
" Unsuitable	Poisoning	What is Glaxo?
Feverish	Porridge	Whoey
Fevers	Powders	Whisky
Fireguard	Pregnancy	Whooping Cough
Flannellette	Premature Babies	Wind
Flatulence	Progress	Windows Open
	Prolapse of Bowel	Worries
	Punishment	Zinc Ointment
	Quack Medicines	" Powder



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Please send me the 136-page Glaxo Baby Book for which I enclose 7d. in Stamps. [PLEASE WRITE IN BLOCK LETTERS.]

My Chemist is

His Address is

My Name is

My Address is

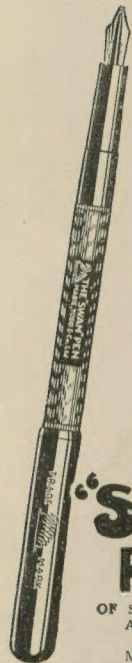
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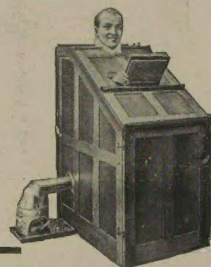
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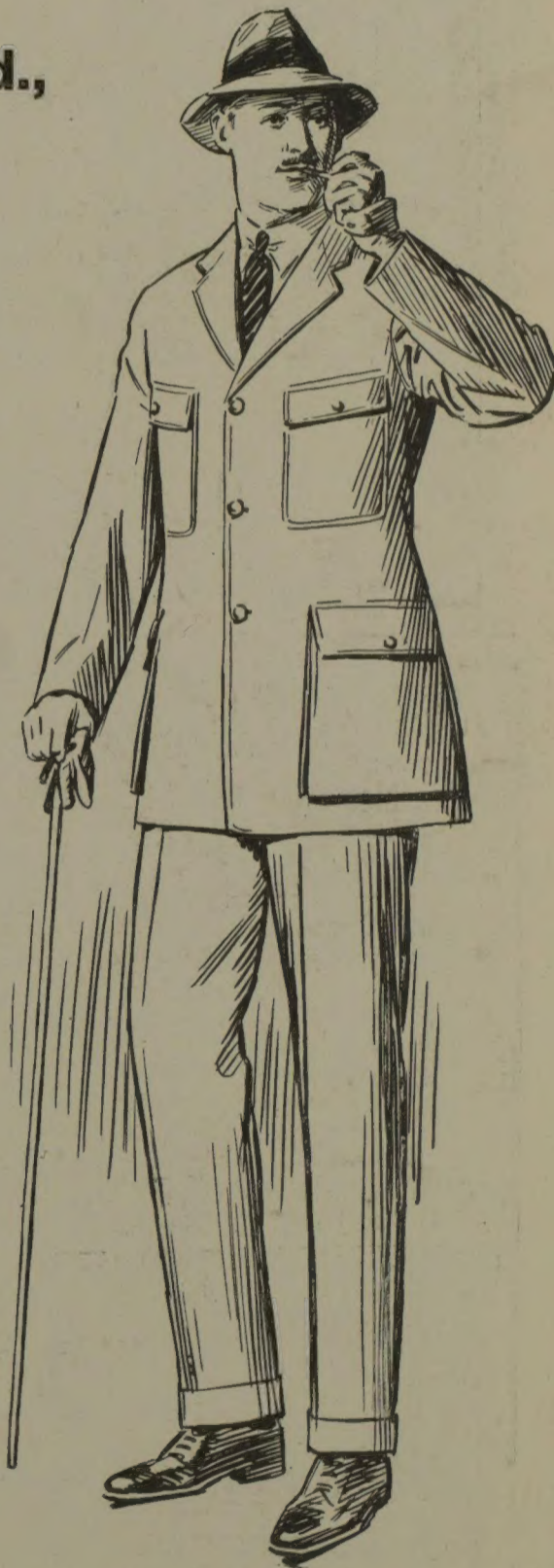
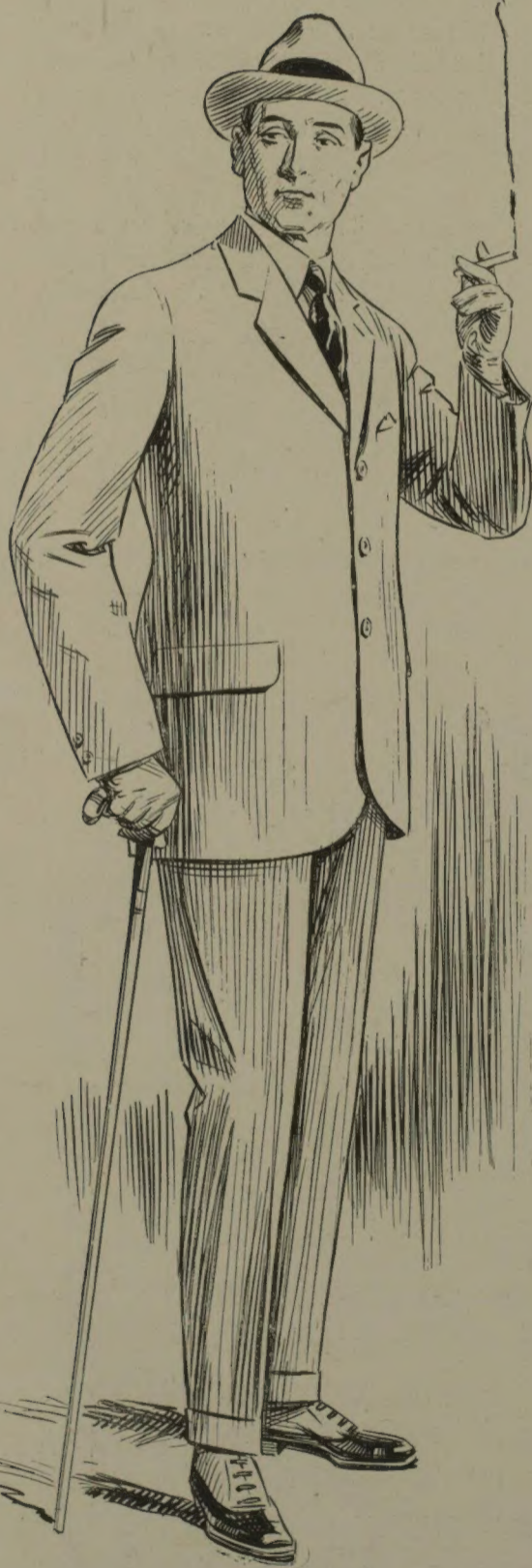
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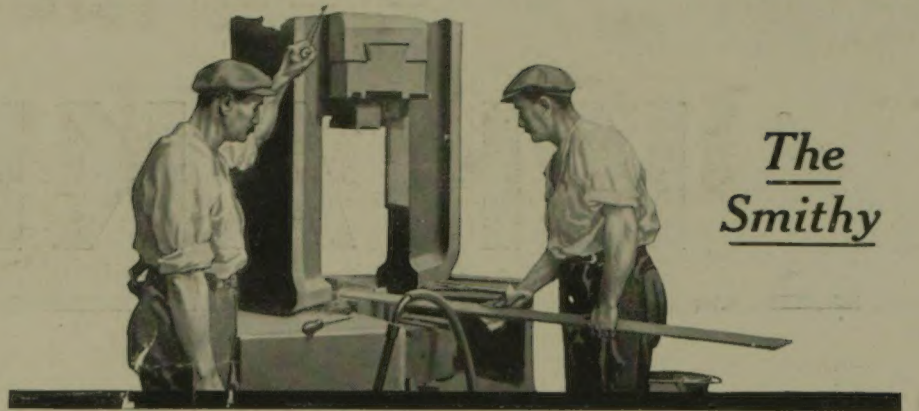
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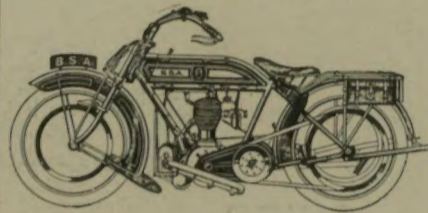
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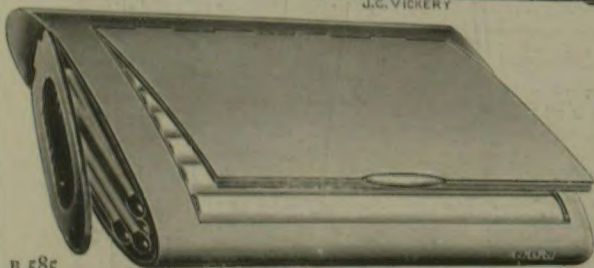
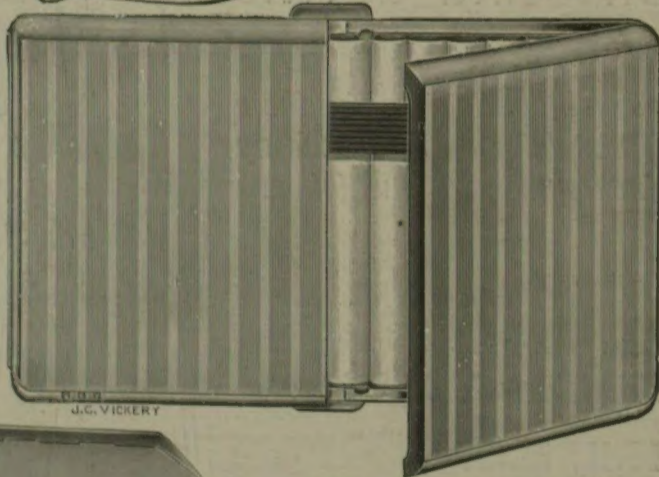
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